

APPENDIX B - FIELD NOTES

Field Report

Walkthrough of Danbury Branch Line Housatonic Railroad Line

September 8, 2008 to September 11, 2008

October 7, 2008 & October 8, 2008

Participants:

Sandro Pani – URS

Stephanie Mather - URS

David Laiuppa – FHI

Rebecca Parkin - FHI

Conductor Flag – HRR & MNR

The intent of the walkthrough was for FHI to observe and pinpoint wetland and historic features along the right-of-way. URS conducted visual inspections of bridges and took measurements of sidings and looked at the general conditions of the tracks.

The following sections of the line were walked:

- MP 9.54 – Seeley Rd to MP 0.64 - Science Rd. (MNR)
- MP 12.17 – UG Factory Pond OD to MP 11.55 - UG Norwalk River OD (MNR)
- MP 16.55 - Private Crossing to MP 12.58 – Portland Ave (Branchville Station) (MNR)
- MP 20.52 – South St. to MP 17.19 – Long Ridge Rd. (Redding Station) (MNR)
- MP 22.57 – Triangle St. to MP 21 – Bethel Station (MNR)
- MP 79.41 – Eagle Rd (Maybrook) to MP 6.1 – Old Middle Rd (HRR)
- MP 7.76 – Erickson Rd (HRR) to MP 10.16 – Housatonic River (HRR)

Observations:

Utilities: Along the Danbury Branch Line fiber optic cable runs overhead on existing catenary poles. There is also buried fiber optic cable running in the ROW along the tracks throughout most of the Danbury Line.

There are several locations where overhead utility lines cross the rail line. These crossings typically occur on a horizontal curve or where there is some sort of obstruction on one side of the track such as wetlands, rock outcrops or right-of-way restrictions. Underground fiber optic cable lines also cross the tracks at various locations but less frequently. These locations are flagged.



Figure 1 - Typical existing cat. poles supporting fiber optic cable (MNR MP 15.7)

Track Condition: The track structure; rail, ties, and ballast is in generally good condition on the Danbury Branch. However on the section of the Maybrook between Danbury and "BERK" and on the Berkshire up to New Milford the track is in fair to poor condition with old rail, worn ties and fouled ballast. On the Berkshire there are speed restrictions due to deteriorated track conditions.

Drainage: There are also a lot of drainage problems near OH crossings where run off from roads drains to the tracks. A couple of washouts were also observed leading to sediments gathering as high as TOR or standing water near/on the tracks. An area of

important consideration is between Bethel Station and Great Pasture Rd, where it was observed that the tracks had recently been flooded and debris from flooding remained along the tracks.



Figure 2 - Water seeping through retaining wall at south entrance of Wall St. Tunnel (MNR MP 1.5)



Figure 3 - Standing water by tracks under Whisconier Rd Bridge (HRR – Berkshire Line MP 4.4)



Figure 4 - Poor drainage on tracks HRR - Berkshire Line MP 3.1)



Figure 5 - Sediments washed down to tracks to TOR (HRR - Berkshire Line MP 1.5)



Figure 6 - Debris on tracks due to flooding (MNR MP 21.3)



Figure 7 - Poor maintenance of grade and ballast (MNR MP 9.40)

Bridge Structures: Overhead bridges are in good condition which confirm the bridge inspection reports. However, the railroad bridges have varying conditions as shown in the following pictures.



Figure 8 - Gray's Bridge Rd (HRR – Berkshire Line MP 1.59)
Overhead bridge is in good condition.



Figure 9 - Norwalk River (MNR MP 8.7)

Bridge is in poor condition according to bridge inspection reports. Observed deficiencies include rust on steel beam supports.



Figure 10 - Cattle Pass (HRR – Berkshire Line MP 2.96)
Concrete spalling observed on abutment wall.



Figure 11 - Cattle Pass (HRR – Berkshire Line MP 2.96)
Steel support beam rusted and in need of painting.



Figure 12 - Cattle Pass (HRR – Berkshire Line MP 2.96)

Observations include concrete spalling on abutment wall and vegetation growth.



Figure 13 - Junction Rd (HRR – Berkshire Line MP 2.51)

Deteriorating timber cross ties were observed on bridge.



Figure 14 - Junction Rd (HRR – Berkshire Line MP 2.51)
Deteriorating timber and rusting at truss were observed.

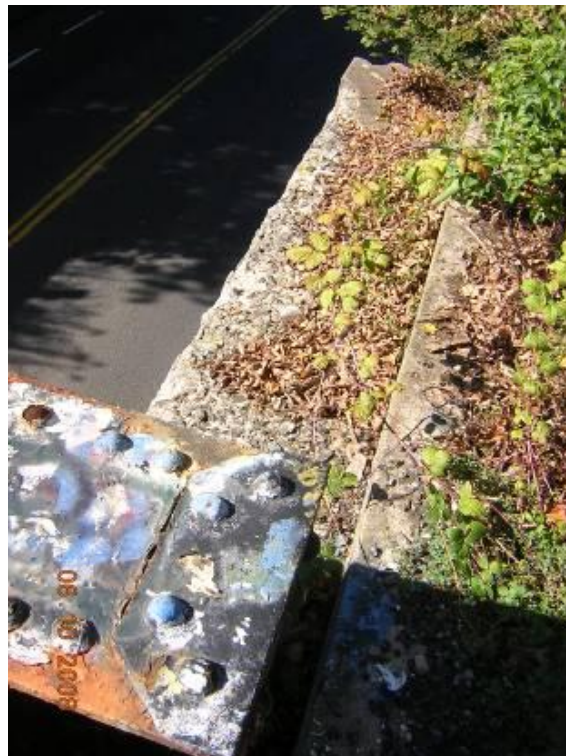


Figure 15 - Junction Rd (HRR – Berkshire Line MP 2.51)
Observations include rusting at truss, spalling along concrete abutment wall.



Figure 16 Still River (HRR - TILCON/Maybrook Line MP 79.65)

Moderate corrosion on girders. Bearing shim at north side, span #2 at pier is fully out of position. Severe corrosion on top lateral bracings at various locations. Anchor bolts in need of repair.



Figure 17 - Still River (HRR - TILCON/Maybrook Line MP 79.65)

Stone abutment wall in poor condition.

- Page 10 of 13 -



Figure 18 - MP 79.65 UG Still River (TILCON/Maybrook)

Stones dislodging and falling out of base at north bearing at east abutment were observed.
Bottom flange is severely corroded.

Field Measurements: Measurements were taken of the width of the tunnel section and distance between track centers of passing sidings at Wilton Station and Branchville Station.

Tunnel Width = 17'-6.5"

Wilton Station passing siding = 29'-6"

Branchville Station = 12'-2"



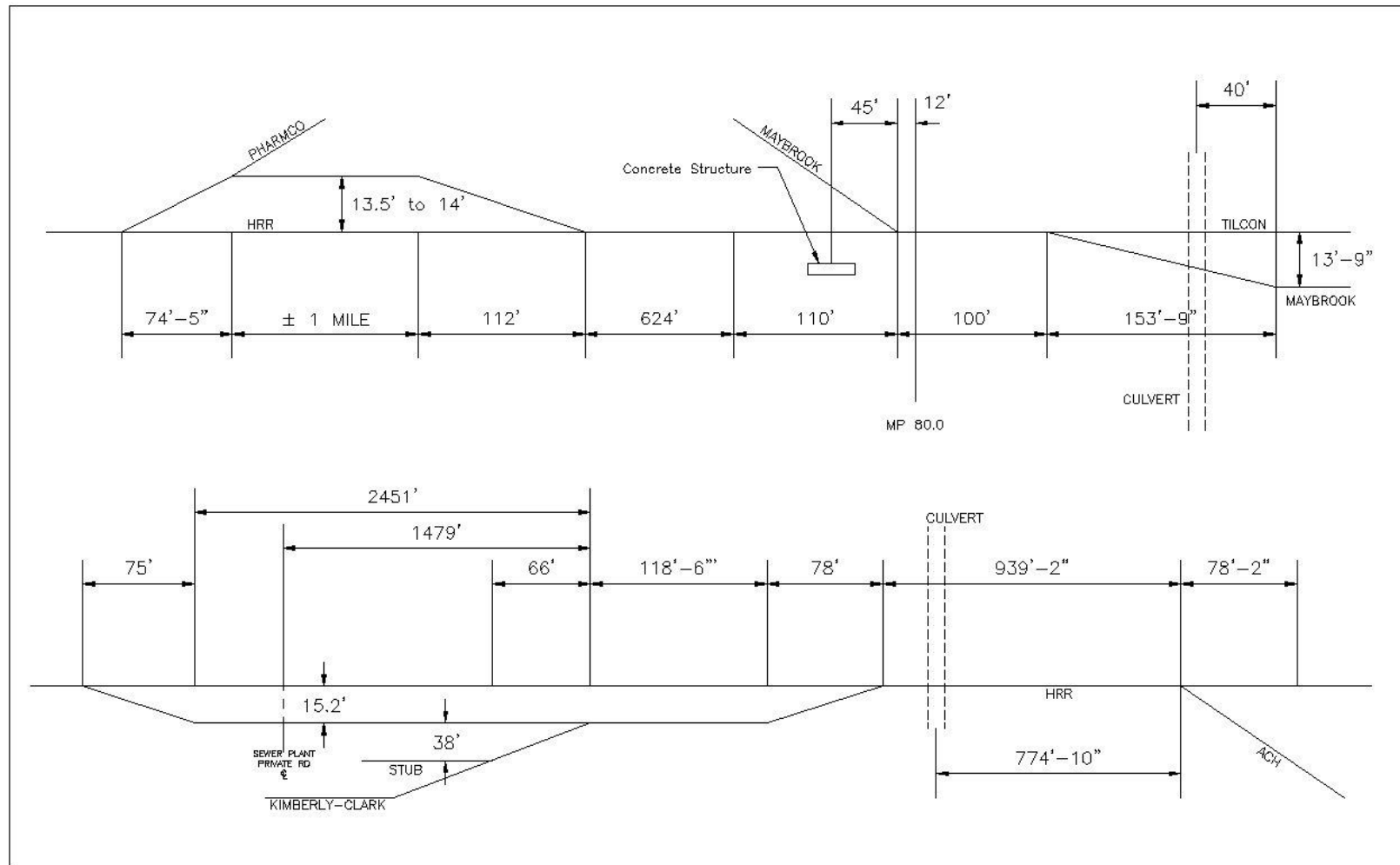
Figure 19 – North entrance of Wall Street Tunnel (MNR MP 1.5)
Restrictive horizontal clearance at South Norwalk tunnel.

Other Noteworthy Observations: Existing platform located on the east side of the tracks was found at MP 11.90. This is the proposed location for the new Georgetown Station.



Figure 20 - Existing platform. Proposed location for Georgetown Station. (MNR MP 11.9)

Measurements of sidings were taken at two locations on the HRR line: the siding by PHARMCO and the siding by AC and Kimberly-Clark. The drawing below details the sidings.





Washington Division

Field Review Notes

RE: Danbury Branch Phase II Alternatives Analysis/EIS

DESCRIPTION: Field review of potential station sites between Danbury & New Milford

MEETING DATE: July 9, 2008

MEETING TIME: 12:30 – 4:00 p.m.

PERSONS IN ATTENDANCE:

NAME

Andrew Davis, Project Manager
David Chase, Engineering Manager
Sandro Pani, Transportation Engineer

ORGANIZATION

ConnDOT
URS
URS

After the mornings hi – rail trip with HRRC, we drove the area from New Milford to Danbury looking at various potential station sites. The phase I report had identified stations at North Danbury, Brookfield and New Milford. Recent discussions with local officials had raised issues/concerns for some sites and suggested other sites for consideration. Sites and access routes were recorded by digital video. Following is a summary of observations and discussion during the field review:

New Milford

Former Nestles facility on Boardman Road. (New Milford Site 4) this site is about 2 miles north of the center of New Milford. It could be both a layover facility and station. It is on tangent track (MP 12.9 with existing sidings at a former industrial facility. There is good roadway access via Boardman Rd to route 7. The area is industrial with town ball fields on the opposite side of Boardman Rd.

Former Century Brass facility off Housatonic Ave. This location is about 1 mile north of New Milford center (MP 12.1). It is a economic development brownfield site and was suggested by the Town. The RR is 1 track on a curve in this area, an undesirable situation for a station. The area is a mix of industrial and residential. It is felt that this site does not warrant further consideration.

Former RR station on Railroad St. in center of New Milford (New Milford Site 3) HRRC recommended that a station at this location should be on the siding westerly of the former station building and platform (vic. MP 11.1). The existing parking area around the station is fully utilized for downtown businesses. Also there is a pedestrian crossing just north of the station to provide access to more parking on the west side of the tracks. North from the crossing there is tangent track for a new station platform and room to expand parking to the north. The area is downtown commercial with ball fields to the west. The main driveway for the parking is onto Bridge St. (202 & 67) opposite West St. This is a very congested traffic area.

At the end of Anderson Ave. off Grove St., known as Bleachley Building property. (New Milford site 2) this is on tangent track just north of the Housatonic River bridge (vic. MP 10.3). There is 1 track in this area. It is mixed industrial/commercial and residential. Road access comes thru the downtown congested area.

Pickett District Rd. (New Milford Site 1). This is an industrial area with some residential. It is off route 7 south of New Milford center. For the RR this is a busy switching area (vic. MP 9.6) with sidings for Kimberly Clark and ACH foods. There is space south of Kimberly Clark and opposite Dodd Rd. for a station. Could consider connecting the 2 sidings but then the station would be on the siding.

Brookfield

Former station location on route 25 Station Rd. (Brookfield Site 2) This site is on a curve at MP 4.4. There is 1 track in the area. The area is very congested with retail and commercial development. There is essentially no room for parking or parking expansion.


Pocono Rd. between Silvermine Rd and route 33, Junction Rd. (Brookfield Site 1) Town offices are located at the Silvermine Rd / Pocono Rd intersection. To the south opposite a fire station is a possible station site. It is on tangent track (vic. MP 2.75). There is 1 track in this area. There is an underground gas line parallel to and between Pocono Rd and the RR.

North Danbury

Existing Park & Ride lot on White Turkey Rd. at Route 7 interchange. (North Danbury Site 2) The RR is across White Turkey Rd from the lot. White Turkey Rd is 4 lanes + wide in the area with high speeds. A pedestrian overpass is envisioned between the lot and the station. There is not room for a station between White Turkey Rd and the RR. We did walk further north but it appears to be a regulated area and is within the interchange limits. The RR is on tangent (vic. MP 0.2) just north of Berkshire junction. There are 2 tracks in the area. The westerly track, nearest White Turkey Rd., is the main and the east track is Stearns Siding. The station would be on the west side of the main.

Corporate office park off Riverside Dr. (North Danbury Site 1). Riverside Dr is a private road off White Turkey Rd. accessing a campus-setting office park. The station site is at the end of a undeveloped road, there are sewer and drainage structures, south off Riverside Rd and on the east side of the tracks. The site is just south of Berkshire junction (approx. MP 79.7). Riverside Dr crosses the RR on an overhead structure. There are 2 tracks on tangent in the area. The easterly track or the track that would be at the station is the Tilcon Running Track; the main track is the westerly track. There is an underground gas line running parallel to and east of the RR.

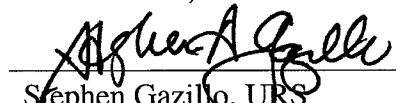
Submitted by:



David Chase, URS

3-31-09 w/CTDOT edits
Date

Reviewed by:



Stephen Gazillo, URS

3.31.09 per CTDOT edits
Date

Cc: Attendees

File: 10.02